

The Evening Bulletin.

With which is Incorporated the
"Independent."

DANIEL LOGAN, Editor.

WEDNESDAY, JULY 17, 1895.

THE ELECTRIC RAILWAY
CHARTER.

It is unfortunate for those whose interests the Star is advocating that it is allowing its temper to get the better of its judgment. It is not pursuing the discussion in regard to the railway charter with the calmness and prudence that ought to characterize a controversy of this nature. If there are any objections of a nature that would warrant the Senate in rejecting the bill, the Star should produce them.

The exemptions as to taxation, limited to the two years during which the road will be under construction, is certainly not a sufficient reason; nor is the exemption from custom duty a very important matter, as the material will be almost wholly purchased in the United States and by treaty will be free of duty. The plans and specifications have to be submitted to the Minister of the Interior for his approval, before any work can be done on the road. This in plain English means that the Minister must approve the plans (showing the location and style of the road) and specifications (the material and method of construction), before the company can do one stroke of work, and it is a question in our minds, as to whether this provision is not altogether too far reaching. The Minister would have it in his power to refuse his approval, and thereby actually prevent the construction of the road.

The interest of the public as to rates and service is also, in our judgment, fully protected, as the company's tables require the consent of the Executive Council. The Council can surely be depended on to see that the community will not be imposed upon.

The company undertakes to have fifteen miles of the road constructed within two years, and in operation, and the service has to be approved by the Executive, otherwise they forfeit the right to use any streets not then occupied by them. The success of the project as a business proposition depends upon the company constructing and operating at least fifteen miles, and no better safe guard in this connection than their own interest is required.

It has been suggested that the company provide a satisfactory bond for a reasonable amount that they will begin construction within a fixed period. We understand from this morning's Advertiser that there is no objection to give a bond that they will begin actual bona fide construction, within a reasonable period after they are in possession of an undisputed right of way, or if they have proper assurance that they will have possession of this right of way at a fixed period, they will fix a positive date in the bond.

It must not be forgotten that there is another side to this question—the benefits to be derived both by the city and Government, such as increased value of property and increased revenue to the Government from taxation, both on the company's plant and property benefited by the construction of the road, the facilities for rapid, cheap and clean transit,

the annual expenditure of not less than \$135,000 amongst our people on account of wages and supplies and the greater inducement for tourists to visit the islands as the construction of the road will, in all probability, mean the construction of modern hotels at Waikiki. This has been along-felt want, yet strange to say none of local capitalists have had sufficient enterprise or pluck to undertake the construction of such a building.

It is practically a year since our Victoria friends filed their application with the Executive for this franchise. If local capital is ready to build the road why has it not come forward with an application for a charter. It would unquestionably be given the preference. Evidently local capitalists are not ready to undertake it, and are we then to be deprived of the benefit which the construction of the road will confer upon this community?

OBSERVATIONS.

Another filibuster yarn is wiped up. The yacht Aggie, which was reported as having left San Francisco laden with arms for Hawaiian revolutionists, is heard from as late as the 7th inst. passing up Puget Sound to Seattle. Captain Pharo denied all connection with the alleged filibustering expedition. Yet the taxpayers of Hawaii have to foot the coal bills incurred by our "navy" in responding to madcap alarms about such vessels that are engaged in legitimate business more than two thousand miles from our coasts.

According to the report of the United States Steamboat Inspection Service, the loss of life in the United States by disasters to steamers is only one in 2,708,333 passengers carried. Under the law of 1852 the average loss of life was one person to every 250,181 persons carried. The large decrease in fatality is credited to the law of 1871, which greatly improved the service. The loss of life on steam vessels last year was 368, an increase of 128 over the average for the past eighteen years. This increase was caused by the loss of the Colima off the Pacific coast. The foregoing figures show that it is comparatively safe to go to sea in steamers nowadays.

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16-11

Timely Topics

Most people make their wills before they die, and some of them are great curiosities in their way. Among the many curious legacies made lately is that of a Christiana man who directs that his whole fortune shall be expended in bicycles. A Norwegian newspaper which does not give itself up to the comic element relates that a Dutch lawyer, named Nikolson, bequeathed the whole of his property to trustees, to be employed in the purchase of bicycles for the use of children attending school, while part of the money is to go towards paying the teacher to train the boys in bicycle riding.

The validity of the will has been disputed by the sons of the testator, who refuse to acknowledge it, so that it is still a question of doubt whether the children will reap the benefit of the strange bequest. That the testator was sincere enough, and that he recognized in the wheel untold blessings which might have escaped the observation of minds of less acumen, the concluding portion of the will should go to prove. It says:—

I have always found a bicycle capital protection against the importunity of those people who persist in stopping you in your walk to spin a long yarn in the hot sun or in the biting east wind. My machine, unlike a horse, never shied once; and in my drives I have had no need to intrust life and limb to the tender mercies of a coachman.

Now that lawyer had good hard, solid sense and plenty of it, in fact, a good deal more of it than most lawyers are credited with, and yet not more than many boys and girls in Honolulu have, for are there not many of the latter who are spending their whole fortunes in purchasing a bicycle and they are wise in spending their money on something that will give them their money's worth every time.

The bicycle of the Khedive of Egypt is a gorgeous machine, almost entirely covered with silver plating but if anyone wants a duplicate of it we can furnish it, or if something "English you know" is wanted we can supply similar machines to those used by the Prince of Wales' boys and girls, all of whom are expert riders.

But for common every day people like those who reside in Paradise, we mean the Hawaiian Paradise, the Monarch is the machine to buy. It gives you better value for the money than any other make, and we can furnish it in any style and price. We have received by the Australia the largest consignment of wheels ever brought to the islands, and also a complete line of extra fittings. If any portion of a Monarch wheel gets broken or out of order we can replace it at a moment's notice at factory prices.

Mr. T. V. King, who arrived by the same steamer, will have charge of the mechanical department of our bicycle business. His large experience in that line enables us to guarantee satisfaction in all work entrusted to him.

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NOTICE.

SEALED PROPOSALS WILL BE RECEIVED at the office of the Hawaiian Electric Company, Honolulu H. I., until 10 a. m., July 15, 1895, for the Construction of a Cold Storage Building. Plans and specifications can be seen at the office of the said Company.

The Hawaiian Electric Company reserves the right to reject any or all bids.

THEO. HOFFMAN,

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33-11

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